

25X1

COUNTRY USSR

DATE DISTR. 7 Aug 1953

SUBJECT USSR Railroads

NO. OF PAGES 2

PLACE  
ACQUIRED

25X1

NO. OF ENCLS.  
(LISTED BELOW)

DATE  
ACQUIRED

SUPPLEMENT TO  
REPORT NO.

DATE OF INFORMATION

25X1

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

2. Q. How many locomotives and freight cars does a system operate as an average?

25X1 A. [redacted] up to a thousand locomotives and ten thousand freight cars, depending upon seasonal peak, new construction, etc.

3. Q. What was the last new railroad construction under way before you left the USSR?

25X1 A. The last construction under way [ ] was a single track from Orsk to Gurev on the Caspian Sea. This was through the highly productive aviation-grade fuel fields.

4. Q. What was the operating condition of locomotives and rolling stock?

A. The majority of Soviet locomotives were steam. There were more and more electric and Diesel-type locomotives being introduced. However, the location and availability of coal, oil and type of run determined what type locomotive was used.

CLASSIFICATION ~~CONFIDENTIAL/SECURITY INFORMATION~~

[illegible]

-2-

Locomotives and freight cars are well built. However, the lack of good mechanics to keep the equipment in good condition was responsible for the poor operation of the equipment.

Then, too, on some runs the condition of the roadbeds was so poor that the equipment deteriorated rapidly. Another example was the over-average grades, some of them going up to 18 mm, whereas a lawful ascent of six mm only was supposedly allowed.

25X1 The average life of a locomotive was 25 to 30 years. Freight cars were very old.  
25X1 [ ] very few new freight cars on the various systems [ ]

5. Q. What information [ ] concerning locomotive repairs?

25X1 A. Capital maintenance was required after a run of 75 thousand km. Where major repairs were needed, special factories, owned jointly by several systems, were used.  
25X1 [ ] there were such factories at Kharkov, Kiev, Omsk, Lukansk, Chlabin and Sormov.

Small repairs were made at round-houses.

-end-

CONFIDENTIAL/SECURITY INFORMATION [ ]

25X1